a plurality of smaller grooves formed in the walls of at least one of said grooves

formed in said tread, so as to extend in a longitudinal direction of said at least one groove,

wherein said smaller grooves have a depth set within a range of 0.01 to 0.5 mm and a

pitch set within a range of 0.01 to 0.5 mm.

3. (Amended) A tire according to Claim 2,

wherein the sectional shape, as taken at a right angle with respect to the longitudinal

direction, of said smaller grooves is made symmetric with respect to the widthwise center

lines of said smaller grooves.

5. (Amended) A tire according to Claim 1,

wherein a relation of $P \leq 2D$ is satisfied and the depth of said smaller grooves is

designated by D and the pitch of said smaller grooves is designated by P.

6. (Amended) A tire according to Claim 1,

wherein said smaller grooves are formed in the groove walls continuing in the cir-

cumferential direction.

7. (Amended) A tire according to Claim 1,

wherein said smaller grooves are juxtaposed in parallel and define undulating groove

wall surfaces.

9. (Amended) A tire according to Claim 1,

wherein the walls in the vicinity of the intersection of said groove and another said

groove are provided with turbulence generating zones for generating minute turbulences in a

fluid flowing in the vicinity of the groove walls thereby to suppress separation of the fluid

flowing in said groove.

15. (Amended) A tire according to Claim 1,

wherein groove wall faces of a larger size and groove wall faces of a smaller size in

the longitudinal direction are compared, and said smaller grooves have a larger depth and/or

a larger pitch in the groove wall faces of the shorter size than in the groove wall faces of the

longer size.

16. (Amended) A tire according to Claim 1, comprising: a first land portion; a

second land portion defined by a plurality of grooves and adjoining said first land portion

across a first groove, and a third land portion defined by a plurality grooves and adjoining

3

said first land across said first groove, said third land portion having a wall face which faces

the first groove and has a smaller size in the longitudinal direction than a wall face of the

second land portion which faces the first groove,

wherein in the wall face of said first land portion which faces the first groove, the

depth and/or the pitch of said smaller grooves is larger in the portions confronting said third

land portion than in the portions confronting said second land portion.

17. (Amended) A tire according to Claim 1,

wherein the tread is provided with: a plurality of grooves extending along the tire cir-

cumferential direction; and a plurality of grooves extending along the tire widthwise

direction, and

wherein the walls of the grooves extending along the tire circumferential direction are

free of said smaller grooves in a portion thereof intersecting prolongations of the grooves

extending along the tire widthwise direction, as connected with the grooves extending along

said tire circumferential direction.

19. (Amended) A tire according to Claim 1,

wherein the at least one groove extends along the tire circumferential direction, and

said smaller grooves are provided in plurality at a spacing in the tire circumferential direction

and are so inclined with respect to said tread surface that the distance from said tread surface is increased the more in the tire rotating direction in the vicinity of the grounding surface of the tire, and are made parallel to the road surface at least at their end portions on the tire advancing side in the region of the grounding surface on the tire advancing side and within a range of no more than 5 mm from the road surface.

20. (Amended) A tire according to Claim 1,

wherein when a rib-shaped portion formed between said smaller grooves is viewed in a section normal to the longitudinal direction, relations of $L2 \geq 0.6\ L1$ are set: and the intersection between a prolongation of the wall face of one smaller groove on the bottom side thereof and a prolongation of the wall face of the other smaller groove on the bottom side thereof is designated by point A; and the intersection between the wall face of said rib-shaped portion of the one smaller groove on the crest side thereof and the wall face of the rib-shaped portion of the other smaller groove on the crest side thereof is designated by point B; and the distance from a virtual line joining the bottom of the one smaller groove and the bottom of the other smaller groove to said point A is designated by L1; and the distance from said virtual line to said point B is designated by L2.

21. (Amended) A tire according to Claim 1,

wherein the wall of said smaller groove on the tread surface side is designated by a first groove wall and the angle of inclination of said first groove wall with respect to a line normal to the wall of the groove where said smaller groove is formed is designated by θ1, said inclination angle θ1 is set larger on said first groove wall of the smaller groove formed on the bottom side of said groove than on said first wall of the smaller groove formed on the tread surface side.

22. (Amended) A tire according to Claim 21,

wherein the wall of said smaller groove on the bottom side of said groove is designated by a second groove wall and an angle, as contained between said first groove wall and said second wall is designated by θ2, said angle θ2 is set larger of said smaller groove formed in the bottom side of said groove than of the smaller groove formed in the tread surface side.

23. (Amended) A tire according to Claim 1,

wherein the bottom of said smaller groove is shaped to have a generally arcuate

shape, when viewed in a section normal to the longitudinal direction of said smaller groove,

and the rib-shaped portion between the smaller grooves is shaped to have an acute angle less

than 90 degrees at its crest.